OC 84

AIRPORT ELEVATION 792 FEET

AIRPORT PLAN

AMENDMENT DATA

DATUM AND ELEVATIONS ARE IN FEET

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CLEVELAND-HOPKINS INTERNATIONAL AIRPORT. CLEVELAND. OHIO

AIRPORT PLAN

LETTERED OBJECTS

A. Floodlight Pole 840
B. Floodlight Pole 838

North American Datum of 1983 (NAD 83) coordinates may be converted to chart datum coordinates for plotting on this chart by adding the following corrections to the NAD 83 coordinates.

Latitude	-00.19"
Longitude	00.51"

These corrections represent a shift of approximately 13 meters (43 feet).

LEGEND

- Airport Reference Point (ARP)
- Official Airport Elevation
- With elevation - object does not penetrate specified or supplemental surface
- Without elevation - position only
- Object penetrates specified surface
- Wooded area penetrates specified surface
- Ground area penetrates specified surface
- Object penetrates supplemental surface only
- Wooded area penetrates supplemental surface only
- Ground area penetrates supplemental surface only
- Water
- Threshold lights
- S — Supplemental surface
- ( ) — Feet above ground level
- Road(I) — Interstate highway
- Road(N) — Noninterstate highway
- OL — Obstruction Light or Obstruction Lighted

SPECIAL NOTES

Fifteen feet added to noninterstate road elevations
Seventeen feet added to interstate road elevations
Twenty-three feet added to railroad track elevations
Transitional surface slopes are 7:1 unless otherwise indicated
Obstructing area limits are approximate

AIRPORT OBSTRUCTION CHART

The Airport Obstruction Chart (OC) depicts Federal Aviation Regulations Part 77 (FAR 77) surfaces, a representation of objects that penetrate these surfaces, aircraft movement and apron areas, navigational aids, prominent airport build-ings, and a selection of roads and other planimetric details in the airport vicinity. Also included are tabulations of runway and other operational data.

OC content, format, and accuracy conform to the standards specified in FAR 77, Subpart C, Terminal Instrument Procedures (TERPS), and FAA Nr 405, Specifications for Airport Obstruction Chart and Related Products.

HORIZONTAL SCALE	1:12,000
HORIZONTAL DATUM	North American Datum of 1927
VERTICAL DATUM	National Geodetic Vertical Datum of 1929
PROJECTION	Lambert Conformal Conic
GRID SYSTEM	Ohio State Grid North Zone

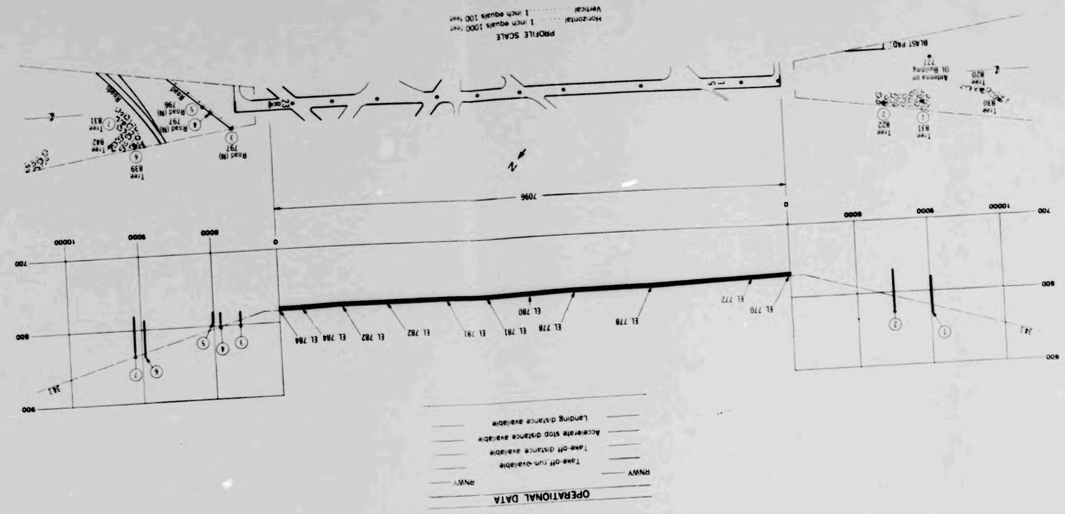
OPERATIONAL DATA

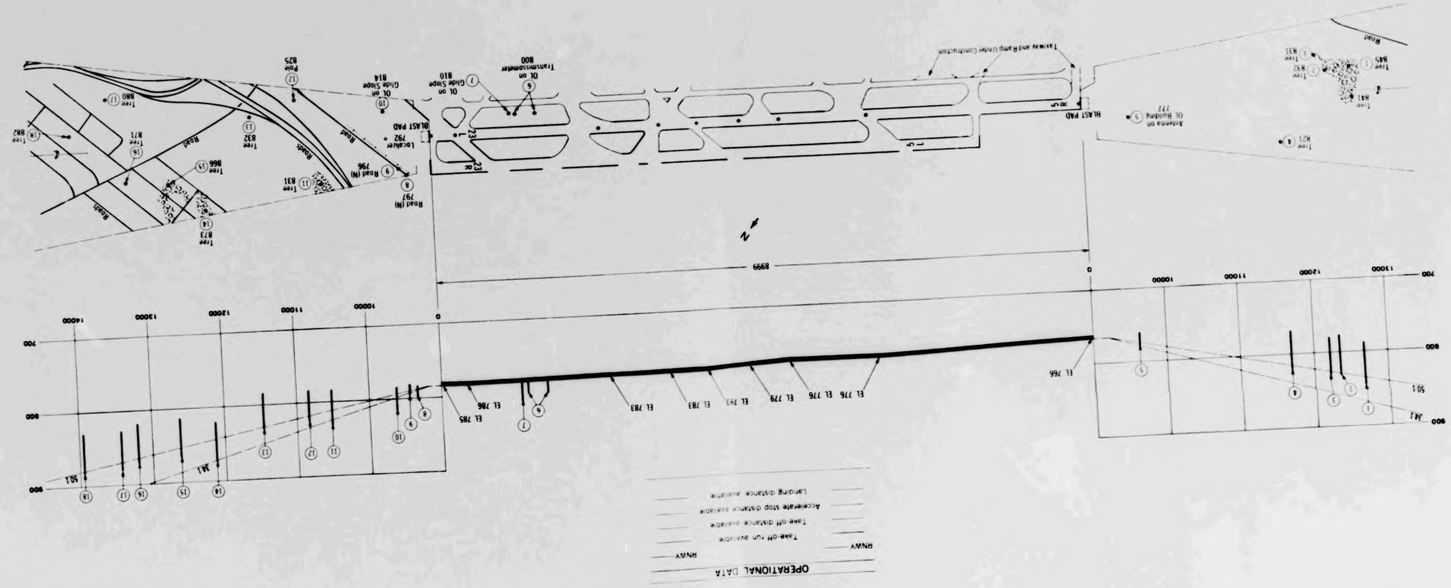
AIRPORT LOCATION POINT — LAT 41° 25' — LONG 81° 51'
AIRPORT REFERENCE POINT — LAT 41° 24' 39.042" — LONG 81° 50' 58.137"

RUNWAY	LATITUDE	LONGITUDE	TDZE	*GEODETIC AZIMUTH
5L	41° 24' 16.316"	81° 51' 41.944"	778	229° 56' 39"
23R	41° 25' 01.423"	81° 50' 30.665"	784	49° 57' 26"
5R	41° 24' 03.909"	81° 51' 52.543"	776	229° 56' 34"
23L	41° 25' 01.117"	81° 50' 20.145"	786	49° 57' 34"
10	41° 25' 01.259"	81° 51' 20.129"	782	273° 14' 13"
28	41° 24' 57.828"	81° 50' 01.320"	792	93° 19' 03"
18	41° 25' 00.819"	81° 50' 54.062"	785	359° 05' 05"
36	41° 23' 57.492"	81° 50' 52.718"	789	179° 05' 06"

*Geodetic azimuth reckoned clockwise from south

CLEVELAND-HOPKINS INTERNATIONAL AIRPORT. CLEVELAND. OHIO





RUNWAY PLANS AND PROFILES

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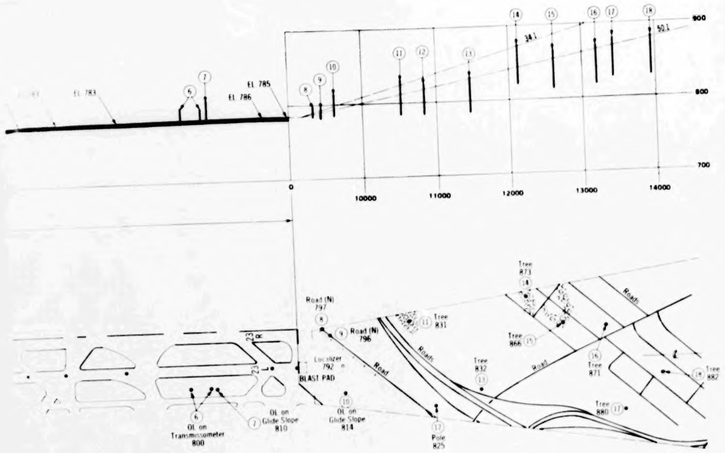

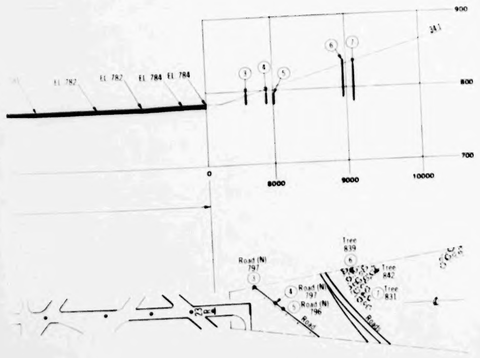

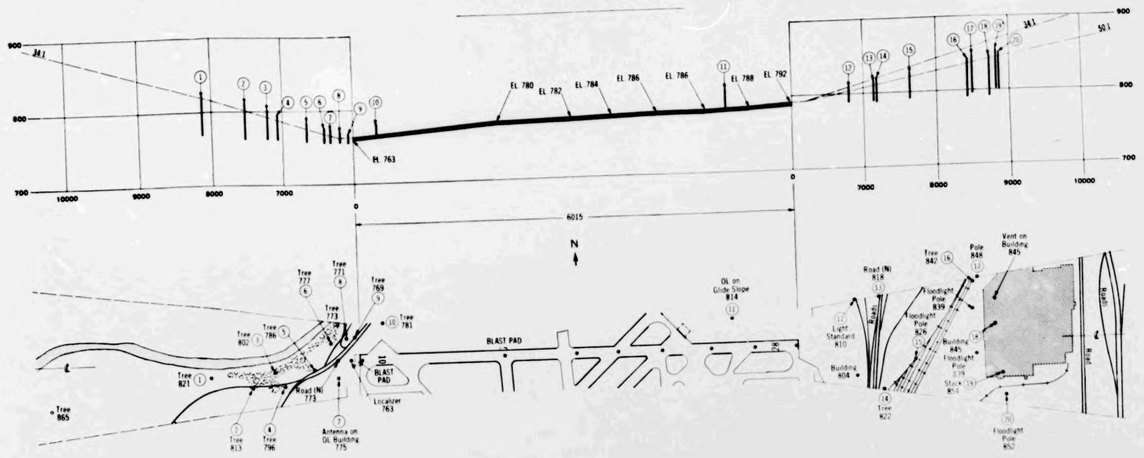

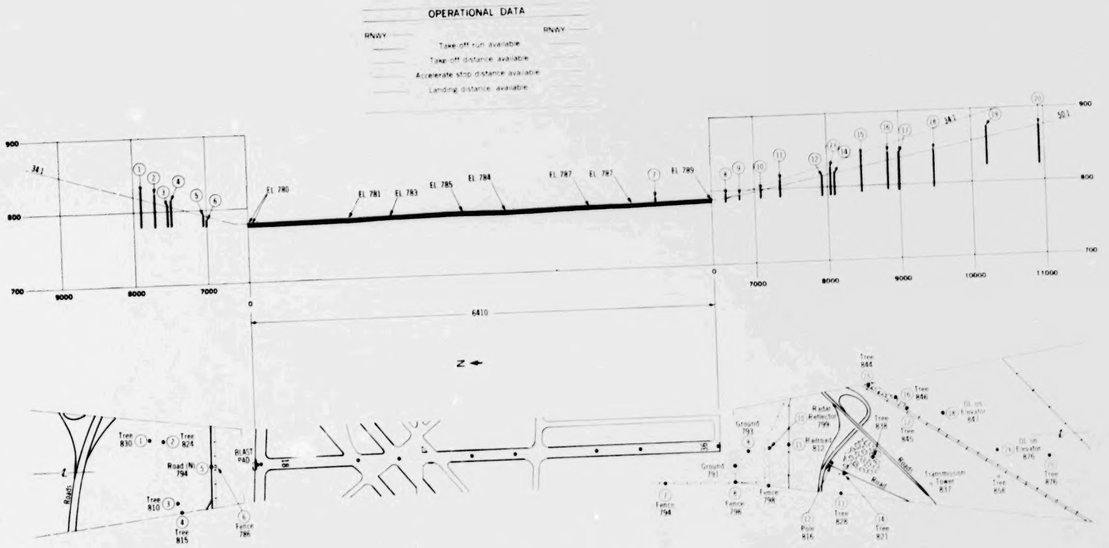

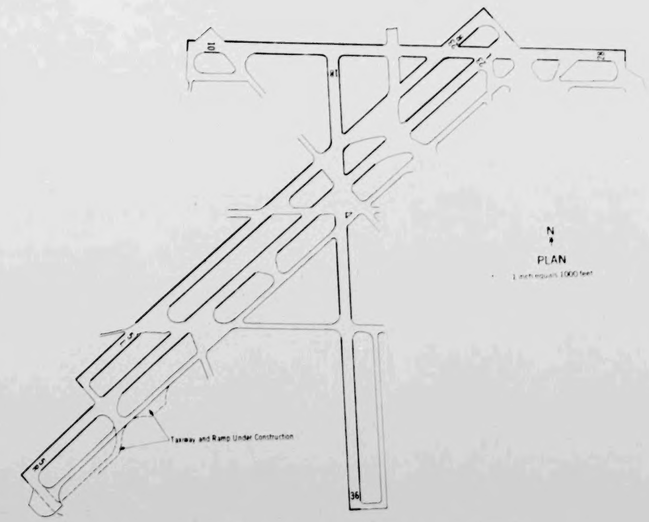

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